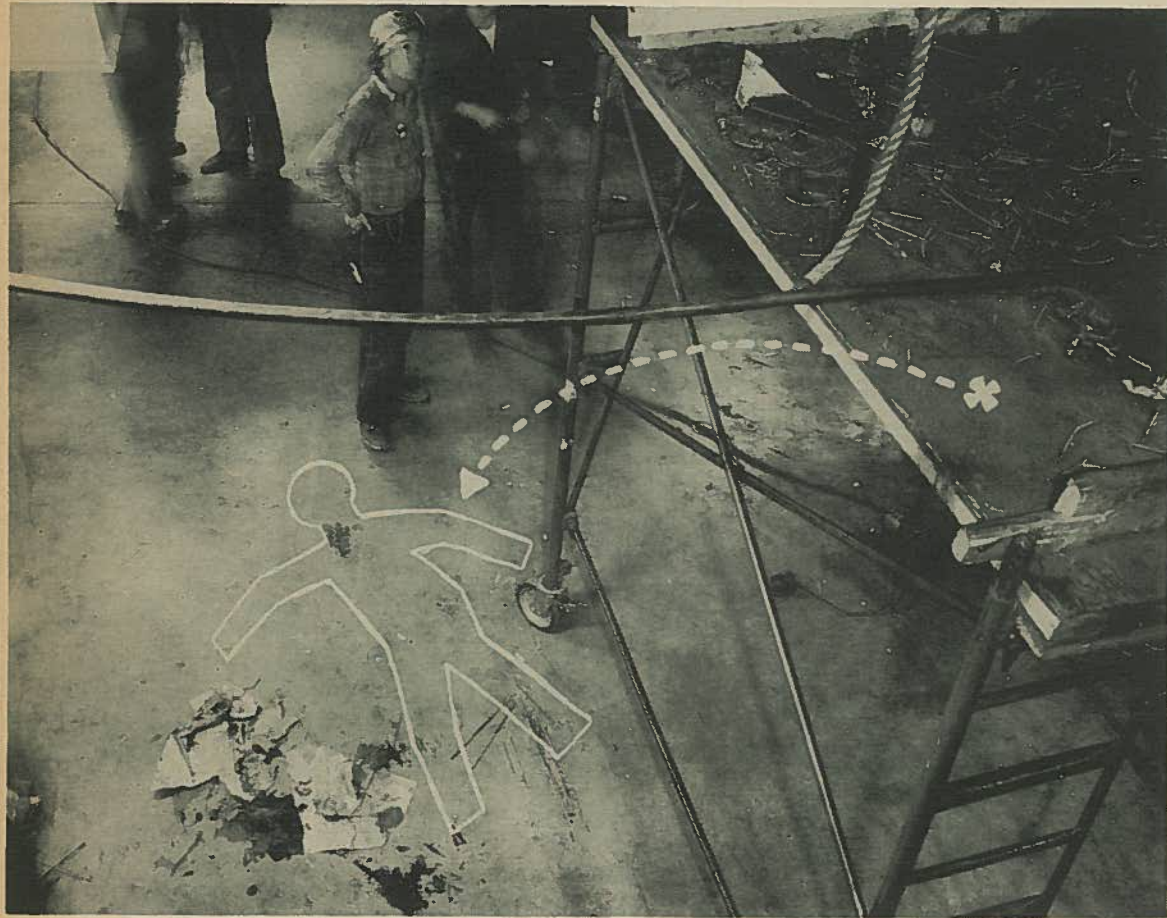




The ATOMIZER



Month Of March Records Six Serious Lost Time Accidents



FALL GUY!!! The words "fall" and "accident" are becoming synonymous at the local AEC installation as statistics reveal that eleven of the past thirteen accidents are attributed to falls of various natures. The photograph above was taken minutes after an employee's body had been removed from the concrete floor and rushed to a hospital. Unsafe practices while working on the scaffold brought about the fall and the serious injury of a worker. The arrow and body outline clearly indicate the path of the fall from the seven foot scaffold. This accident was but one of the six which occurred during the month of March, 1955. The photo presents several violations of good safety practices. The three most obvious are: 1—debris cluttering stand surface. 2—Absence of guard rails. 3—Unlocked wheels—they all add up to one serious lost time accident.

WHICH OF THE SIX ACCIDENTS WERE YOU INVOLVED IN OR DID YOU SEE?

The month of March added six more lost time accidents to the project safety record, bringing the total since the first of the year to 17. As has been the case in many accidents on the project, the major cause has been falls with three of the six attributed to falls from various heights.

The accidents are being reviewed and published in this edition of THE ATOMIZER with the hope that others might profit from the mistakes made by the injured men. Once it was said that it is human to error, but most definitely criminal to make the same error twice. In safety conscious minds the initial error might sometimes be fatal and therefore shouldn't be risked. If you are lucky the first error might produce only minor consequences; but to risk a second mishap might be the last. Safety is the responsibility of each individual worker. It begins there and the advice of your supervisors can only be of assistance in insuring your getting home safely at night.

It is hoped that the accidents which occurred in March, printed below, might serve as that "first error" to many employees and prevent the second, and perhaps fatal, mishap.

ACCIDENT NUMBER ONE: Fitter, Grinnell, X-333 Building. Injured while descending from 21-foot scaffold. While climbing down, he grabbed the toe-board for hold. The board gave way and he fell, hitting steel beam at 14-foot height. Contusion of hand and side.

CAUSE: Descended from scaffold improperly using frame instead of ladder. **Rx:** Instructions are issued by foreman as to the proper method of ascending and descending ladders on scaffolds. These were disregarded completely and the employee used the scaffold frame. It should be completely obvious that the ladder is placed on the scaffold for a purpose. **WHY NOT USE IT??** At a height of 21 feet the man was very fortunate in that he is still alive to read about his accident. A simple prescription for preventing this accident: No matter where you are, always remember to use the ladder when working on a scaffold.

ACCIDENT NUMBER TWO: Fitter, Grinnell, X-333 Building. Injured while performing grinding operation in crouching position in a confined area. Grinder slipped from his hand and the disc cut the employee's right knee. Laceration of knee.

CAUSE: Failure to determine hazards

of operation prior to performance of job. **Rx:** Prior to entering the confined area the employee should have been instructed by his foreman to check the following factors:

1. Test the mechanical switches and operation of the grinder.
2. Operate the machine in open area in order to become familiar with the strength needed to control it.
3. Test to see how far it needs to be held from the body and simulate the operation in a crouched position.
4. Be alert to possible failures of the device.

ACCIDENT NUMBER THREE: Fitter, Grinnell, X-333 Building. Injured while crawling beneath pipe and hit back on flange, resulting in fractured rib.

CAUSE: Failure to use the proper access to point of work.

Rx: Foremen are to keep provided access alleys to points of work clear at all times. Employees are to use this means of getting to their work site and not to take short cuts which will result in accidents such as the one above.

ACCIDENT NUMBER FOUR: Sheet metal worker, George Koch Sons, Inc., Sheet Metal storage yard. Injured while helping to unload 15 panels from a trailer. Seven had been removed and when attempting to remove the twelfth, it and the other three slid and toppled over, pinning left leg of injured against the side of the trailer. Contusion of left thigh.

CAUSE: Improper unloading methods.

Rx: Prior to unloading, the trailer should be examined by a foreman of the crew and the crew members. At this point it should be determined whether or not the load has been properly stacked. If a sliding danger appears to be present, the material should be unloaded by machine and not by men. Thus, a preliminary inspection and a decision as to the safest method of removing the improperly stacked panning would have prevented an accident. When it is suspected that material might slide, then all men should keep clear of the load. Do not risk pulling one piece from the pile and hoping that it will not slide.

ACCIDENT NUMBER FIVE: Fitter, Grinnell, X-326 Building. Injured while working on scaffold. Leg of scaffold was hit by protruding material on a trailer, causing scaffold to move and man fell. Contusion and fracture of hand and foot.

CAUSE: Material improperly stacked on trailer moving through narrow passageway.

Rx: Loaded trailers should be inspected to see that there are no pieces of material extending beyond the actual width of the trailer. When moving through a congested area with such a load, employees should use much caution and prevent any contact with men or equipment and use a spotter. Employees working on scaffold should never be on the stand without a guard rail. Although the accident was caused by bumping of the trailer, the man might not have been injured if the guard rails had been in place.

ACCIDENT NUMBER SIX: Fitter, Grinnell, X-333 Building. Injured while descending from a seven foot scaffold. He grasped the toe board, which came loose, and fell five feet. Contusion of head and fractured ribs.

CAUSE: Improper descent from scaffold.

Rx: When working on scaffold employees are urged to observe the following accident prevention measures at all times:

1. Keep scaffold stand clear of tools and debris.
2. Do not shove scaffold stands while men are thereon.
3. Keep scaffold wheels locked at all times while men are working.
4. Always use ladder when ascending or descending.
5. Never work on the stand without guard rails—regardless of height.

MEET THE MANAGEMENT:

Tom W. Wilson Directs Construction Activity For PKS Company Field Men

This is Tom Wilson, Peter Kiewit Sons' Co. Area Superintendent in the X-330 Building.

Tom is a native of Milwaukee, Wisconsin and a graduate of the University of Wisconsin with a degree in Civil Engineering. Prior to 4 years at the University, he spent 3 years in the Army with the 104th Infantry Division.

Construction Engineering Department, Tom has also served as an Area Engineer in the construction of the X-333 Building. From April, 1954 until the first of the current year Tom had been the Swing Shift Superintendent.

The Wilson family composed of wife, Ruth, son Tommy, daughter Kathy, are presently

(Continued on page 2)

EMPLOYEES TO DANCE GLENN MILLER STYLE

A project dance for all employees will be held in Chilli-cothe at the Elks Auditorium on Saturday, April 16, 9 'til 1.

Luther F. Poling, chief, Recreation Division, has announced that the party will be entertained with the music of Ronald Ball and his orchestra of Ashland, Ky., who made a tremendous hit at the last Portsmouth dance. The young music maker has enlarged his "sax" section in preparation for a special evening of Glenn Miller music taken from original arrangements used in the movie "The Glenn Miller Story".

BOX SCORE FOR MARCH

Company	Man-Hours	Accidents	Frequency	Severity
PKS	594,497	0	0.00	94
GRINNELL	682,869	5	7.32	142
R-N	376,681	0	0.00	0
GEO. KOCH	158,067	1	6.33	38
LUMP SUM	92,357	0	0.00	0
TOTALS	1,904,471	6	3.15	83

In response to many questions concerning the computation of the frequency and severity rates appearing in the monthly safety box score the following definitions are provided. **THE FREQUENCY RATE** shall be the number of chargeable lost time injuries per million man hours of exposure, computed according to this formula:

$$\text{Frequency Rate} = \frac{\text{Number of Injuries} \times 1,000,000}{\text{Total Man Hours}}$$

THE SEVERITY RATE shall be the total lost time charges, in days, per 1,000,000 hours worked computed according to this formula:

$$\text{Severity Rate} = \frac{\text{Total Days Charged} \times 1,000,000}{\text{Total Man Hours}}$$



TOM W. WILSON

His employment with Peter Kiewit Sons' Co. started in the spring of 1950 on the Intake Structure of the Garrison Dam Project in Riverdale, North Dakota.

He was transferred to the Portsmouth Project in September of 1952. Originally assigned to duties of an engineer in the

**SAFETY IS FREE
USE IT GENEROUSLY**

REYNOLDS-NEWBERRY WAREHOUSING DIVISION FIRST IN SERIES OF NEW ARTICLES

"PRIDE IN WORKMANSHIP"

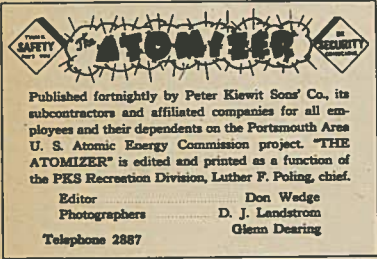
In the tradition of the theatre, there is a saying, "To great artists there are no small parts. To small artists there are no big parts."

What I understand this to mean is that the truly great actor would consider any part in the play important and put all of the talent he had into making it successful. On the other hand, a poor actor never considers any part important enough to put forth the effort necessary to do an outstanding job.

There are great artists and small artists in the construction business too, and some of the greatest are people performing in seemingly small parts.

In this age of specialization no one man can ever get the satisfaction of building the entire structure or manufacturing a complete product, but those who are well adjusted and happy in the modern world are people who take pride in being great artists in their particular trade or craft. They achieve satisfaction from doing their part of the team's work better than it had ever been done before.

George C. Holling, General Manager
Peter Kiewit Sons' Co.
Portsmouth Area AEC Project



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Editor: Don Wedge
Photographers: D. J. Landstrom, Glenn Dearing
Telephone 2887

Jack Longstaff Directs Activity Of Joint-Venture's Material Men In Execution Of AEC Contract For Mammoth Electrical Equipment Supply

EDITOR'S NOTE: This article, dealing with the Warehousing Division of the Reynolds-Newbery Joint Venture, begins a new series of articles covering the CPFF contractors on the Portsmouth Area project. The Operations Department is under the direction of veteran Electrical Superintendent A. E. "Bert" Radford.

The R-N Warehousing Division is under the direction of J. E. "Jack" Longstaff, who has coordinated the flow of materials to field forces since the beginning of the job. Assisting Jack in the operation of the division are M. E. Verbrugghen, heading the central receiving and material control branches; George Benward, directing tool control; and John Wild, over all storage areas. Presently the division totals 148 men and women, and at peak were at a high of 215.

Beginning with the arrival of materials via rail or truck the central receiving group immediately records all data and forwards the material to a dispatcher who assigns specific storage areas. The material control branch maintains a perpetual file on all supplies received, and now has 5,500 line items on stock records. In one week 300 receipts weighed 400,000 pounds. Issues to buildings reached a high in June of 1954 with a tremendous total of 2,500 separate orders.

John Wild's storage areas include nine acres of covered space and more than 20 acres of open storage. At one time five warehouses were filled with a variety of huge and complex electrical items. Over 3,000 pieces of electrical equipment such as motors and wire weighed from as little as a few ounces to more than 25 tons. Five thousand motors in warehouses have horsepower from the tiny five hp type to the huge 3,000 hp giants. Buildings being constructed on the project need fluorescent lighting fixtures of many types, and to date more than 50,000 lights have been handled in storage. If the 8,000 reels of wire moved by the storage group were rolled out and connected and laid on the equator, it would provide one single band reaching around the world—a distance of 24,902 miles.

The task of delivering the vast amount of equipment to construction forces in the buildings is handled by a fleet of 20 trailer-tractors, low boys, and a variety of trucks. In addition

U. S. 23 OPEN THRU CHILlicoTHE

The last remaining link of new super highway U. S. 23 from Portsmouth to Chillicothe was connected on Friday, March 19. Ohio State Highway Department Division Engineer Joseph N. Doyle stated that traffic lights needed to put the final stretch into operation are now installed.

Mr. Doyle stated that traffic will be funnelled into two lanes from Dennewitz Brothers Memorial Bridge to a point south of Lunbeck Rd. The four lanes in this section have not yet been completed due to slips in the cut on the hillside just south of the new bridge.

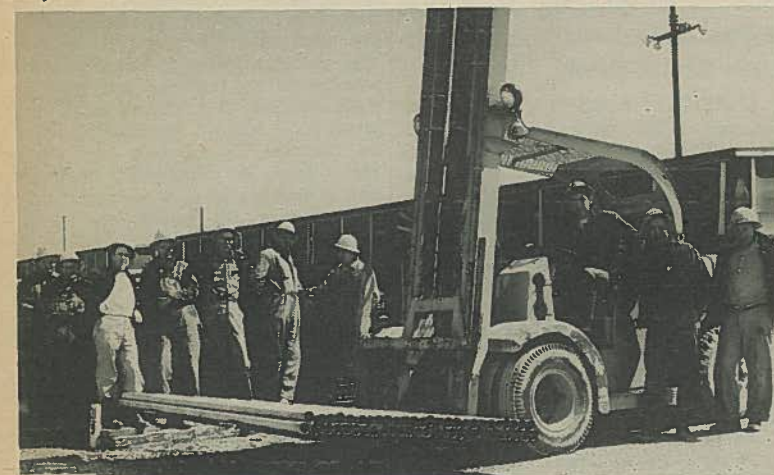
Plans call for old Route 23 to be used as a county highway and will be tied in directly with the new highway.

readily assumed by the Tool Control Division, under the capable supervision of George Benward.

The accompanying photographs present an illustration of how the R-N materials men perform their duties. Many times it is necessary to assemble materials received from vendors and also to make specially needed items here at the job site. This work is handled by fabrication personnel who will be featured in the next edition of THE ATOMIZER.



TOOL CONTROL, Front row: Clyde Starks, Foreman; C. L. Misener, W. T. Bell, S. J. Laitinen, G. A. Maffett and J. E. Napier. Standing: G. Benward, Superintendent; Arnold Phipps, H. J. Wirt, Gen'l For.; W. J. Craig, N. C. Henley, H. H. Thomas, Fred Cox, G. W. Foster and L. H. Wise.



OPEN STORAGE MATERIAL HANDLING CREW, To left of hyster: A. Smith, A. C. Rogers, C. D. Haddix, R. W. Eastham, Roscoe Lyon, C. H. Rye, and Jim Young. Seated on "hyster" is H. R. Yates, and to his left is H. M. Leippe, and F. A. Rognon.



MATERIAL HANDLING, Foreground: S. Aquino. Second row: Betty Brandstetter, Ruth Dunkin, Ruby Everett, Jim Fox and C. V. Harr. Back row: Mr. Verbrugghen, R. J. Atkins, Nona Beatty, Charles Chittum, G. Schroder, G. V. Haddox, H. L. Winebrenner, R. V. Thomas, R. L. Beekman, Fred Vikingstead, G. E. Crowe, Joe Trentman, and J. D. Hewitt.



MATERIAL HANDLING AND CENTRAL RECEIVING. Sitting: F. V. Wright, H. J. Harr, B. J. Huffstutter, B. I. Warner, D. L. Althoff, J. A. Foley, and L. P. Duhon. Standing: R. O. Sanders, H. A. DeAtley, W. E. Smith, C. L. Althoff, J. C. Crist, and L. D. Wells.



COVERED STORAGE, CENTRAL RECEIVING. Kneeling: R. R. O'Day, R. V. Fleming and A. Smith. Standing: R. G. Hodson, F. E. Caddy, P. E. Evans, Jim Conley, and Superintendent John Wild.



THE FAMILY OF CAIN COUEY, GRINNELL FITTER FOREMAN

The family of Cain Couey, pipe testing foreman with the Grinnell Corporation, is this edition's selection as a typical construction family. Pictured in their trailer in the Little Beaver Court at Mrs. Dorothy Couey, Alesia Diane, 7 months, Karen, and Sharon, 8. The family arrived at the Portsmouth Area project in March of 1954 coming from Omaha, Nebraska where Mr. Couey had worked with Catalytic Construction. Prior to the Omaha job he worked on the Paducah job with F. H. McGraw. The family is originally from Amarillo, Texas. A huge and beautiful flower garden, with many climbing the picket fence around the trailer, serves as evidence of the family's favorite pastime.

WILSON DIRECTS

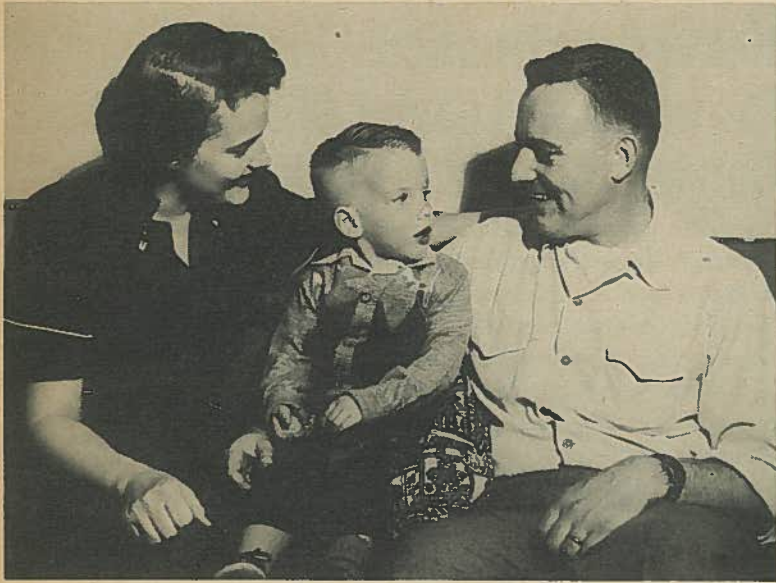
(Continued from page 1)

residing at 2428 Dorman Drive, Portsmouth. Tom is a member of the Elks, Alpha Tau Omega social fraternity, and junior

member of the American Society of Civil Engineers.

SHAKE HANDS

Ten friends met and each shook hands with every other. How many handshakes were there?
Answer: Next Edition



Little Jay Becker tells Mommy and Daddy about his harrowing experience in an open manhole. Ed Becker is employed in the Warehousing Division of the Grinnell Corporation.

Son Of Grinnell Employee Has Narrow Escape With Death; GAT Man To Rescue

Because L. K. (Kip) Prario, Goodyear Atomic worker, happened to look out of his window in Western Hills Apartments in Chillicothe Wednesday noon, and reacted quickly to what he saw, little Jay Becker is alive today.



L. K. PRARIO

One look was all Mr. Prario needed to send him racing to a water-filled sewer manhole excavation about 200 feet away and yank the youngster out.

The boy, aged 3 and the son of Western Hills neighbors, Mr. and Mrs. Edward Becker, 12 Shawnee Court, was unconscious when lifted from the muddy water, five feet deep. He responded quickly to artificial respiration which the rescuer applied after carrying him by his heels to the nearby Gerling's store.

The Fire Department emergency squad then removed him to Chillicothe Hospital. The youngster was reported all right, and now has completely recovered from his narrow escape.

Main Street, at Bowman Road, was the scene of the near tragedy. There the contractor, having completed the laying of the sewer, apparently had been interrupted in the fill-in by the rain. All the project had been covered over except that end where a manhole is to be located.

Jay and another youngster were playing around the hole just as Mr. Prario happened to glance out the window of his apartment, No. 4, and saw Jay fall in. Mr. Prario went into water up to his shoulders in rescuing the lad.

Mr. Prario, recalling the incident, said that he had just gotten up and was standing in the kitchen eating a banana

when he saw the youngsters playing around the hole, Turning to his brother, who rooms with him, he remarked, "That's a dangerous place for children."

As he turned back, he saw the Becker boy thrashing in the water. Without waiting to put on his shoes and socks he rushed to the youngster's aid.

"If it hadn't been for a surveyor's stake on the bank, neither one of us would have gotten out of that hole," Mr. Prario said.

Mr. Prario's feat is an outstanding example of heroism, which is exemplary of the true American spirit. Quick thinking and hasty action spared the life of a young boy who otherwise might have the dark hole as a tomb.

LAFEVER AND KILGORE WED

Miss Bonnie Lee LaFever and Carl L. Kilgore were recently united in marriage. The couple is residing in Lucasville, Ohio. Carl is employed by the Peter Kiewit Sons' Co. as a clerk.

Neumayer Appointed Top Post in CAP At Waverly Chapter

George Neumayer, an employee in the Grinnell Corporation's Process Engineering Division, has been appointed Captain and Commander of Squadron 204 of the Ohio Civil Air Patrol. The appointment was announced by Lt. Col. J. K. Lee, Portsmouth Commander of Group II of the Ohio CAP.

Plans are under way for a squadron practice air search, supported by ground units, to be held in the surrounding Pike county area in May. Utilizing both private and USAF on-loan aircraft whereby simulated crashed aircraft will be spotted, the entire bi-county area will be systematically searched for its recovery.

"MAKE 1000 by using only eight 8's." Ans.: 8 plus 8 plus 8 plus 88 plus 88 plus 888 equals: 1000.

CLASSIFIEDS

The following classified ads are free to any Portsmouth Area project employee but must be confined to items pertaining to transportation and lost and found articles. Phone 3442 or 2887

WANTED — Ride from West Portsmouth to Grinnell Riggers Loft on 8:00 to 4:30 shift. Contact *Charles Bussler*, Ext. 3404.

WANTED — Riders from Portsmouth to X-333 Bldg. on 8:00 to 4:30 shift. Contact *C. E. Babb*, Ext. 3890.

WANTED — Two riders from Meades vicinity via Minford, Lucasville to Adm. Bldg. or Grinnell Field office. Call *Phyllis Copley*, Ext. 3593.

LOST — Brown billfold containing drivers license, gold wedding band and important papers. Contact *Ronald H. Boyd*, Ext. 3570.

LOST — Ronson cigarette lighter, lost somewhere between north end of X-326 and south end of X-330 Bldg. on 15th St. Sall *H. E. Spriggs*, Ext. 3521.

Opening Of 1955 Baseball Season Rapidly Approaching

With baseball in the air at spring training camps it should be noted that the opening of the regular season here in the north is not too far away.

Officials of the Cincinnati Reds Baseball Club have released the 1955 schedule which reveals that the club will open the season in the Queen City on Monday, April 11. Their opponent will be Chicago, and the game will mark the inauguration of the season for the National League.

The Reds will play their first night game at home on April 20 against the St. Louis Cards. The Recreation Division will again cooperate with employees in making arrangements to see major league baseball.

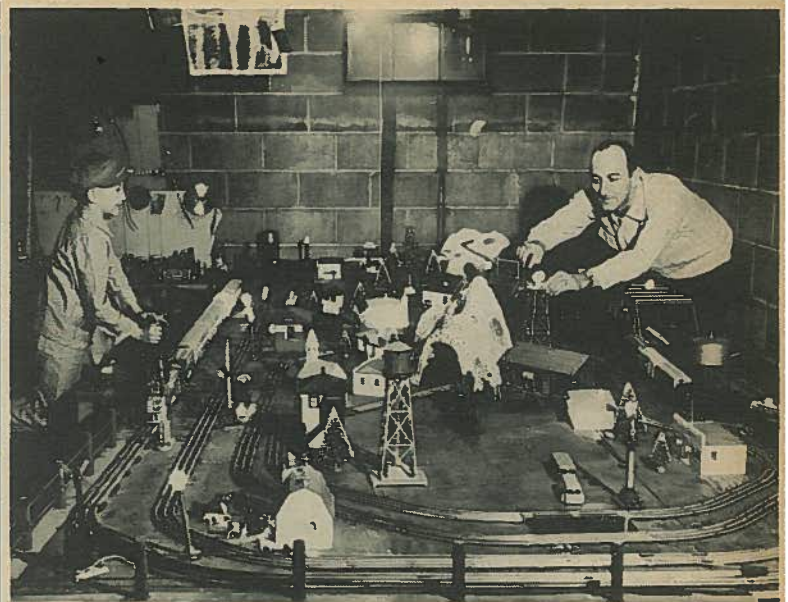
Cimota Women End First Year; New Officers In For 1955

Climaxing one year full of a variety of activities, the members of the Cimota Women's Club of Chillicothe chose their new leaders for the coming year at a meeting held in the Lynne House in Chillicothe. Following the election and installation of officers the group enjoyed a scrumptious dessert and bridge.

The 45 members elected Betty Ramseyer to the office of President. Loy Hagan, Caroline Matthews, and Gladys St. Clair will serve as VP, Secretary, and Treasurer.

Ogarita Fockler was appointed publicity director and Elizabeth Clarke and Brown Frickey are to be co-chairmen of the membership committee. Ruth Hornberg will chair the hostess committee.

Future meeting dates were set up to be held on the second Tuesday afternoon of each month at the YMCA at 1:30 P. M. and the fourth night of the month at the Lynne House at 7:30 P. M. Entertainment will be planned for each session.



Walter Berger, eight year old son of W. A. "Al" Berger of the Grinnell Corporation, pushes the lever which starts one of his three trains around the life like railroad yard in the basement of their home in Chillicothe. "Al" is shown at the right adjusting a search light, which is but one of many devices in the huge miniature layout.

"Al" Berger And Son Have Elaborate And Interesting Model Railroad Hobby

Miniature trains have long been a source of fascination for young boys and old men. It is sometimes difficult to determine whether father or son is to be the real recipient of the first outfit.

W. A. "Al" Berger, Grinnell Warehousing Director, very frankly admits that in purchasing a train for his young son, Walter, that his interests in the outfit as a hobby were also satisfied. Actually, as Al puts it, "The real thrill of working with the toy trains is in seeing the dancing delight in the eyes of Walter".

Walter, who is a third grade student at Worthington Elementary School in Chillicothe, received his first train at the age of two. The first outfit consisted of a Lionel freight with three cars and a caboose. That was seven years ago, and after a recent all day engine overhauling job the little freight is still running smoothly.

The elaborate system shown in the picture also includes two other trains, a twin diesel locomotive and another freight.

The Twin diesel has two coaches, an observation car and a dome car. The other freight is made up of a total of 11 cars. The three trains run over 2,090 inches of track, which is the equivalent of more than two miles of ordinary track. The rail system has an added device to prevent derailment at switches which automatically open or close with the approach of a train. This gimmick was invented by Al to prevent damage when Walter forgot to open a switch.

The entire miniature transportation system is constructed on a 30" table and has hills, tunnels, passenger stations, (which shout "All Aboard") billboards, men, and all are controlled by one control panel which will operate four trains at the same time.

The most recent addition to the set is an operating cattle car which automatically loads and unloads animals. Future plans include the building of more hills and tunnels and enlarging the present "town site".



To All Of You From All Of Us-HAPPY EASTER!

Sherry and Sonja Deskins hopefully watch "Peter Cottontail" as they anxiously await his annual Easter Sunday visit. Mr. Rabbitt will visit the Waverly High School Athletic Field this Sunday, April 10, to hide candy eggs for hundreds of employee children. The event will get underway at 3:00 P. M. The two girls shown above, who are 3 and 4 years old, are the daughters of Mrs. Gay Deskins who is employed by the Peter Kiewit Sons' Co. She is a senior typist in the Engineering, Scheduling and Progress Division. The father, Charles, is an Air Force Recruiting Sergeant and the family resides at 2018 High Street in Portsmouth.